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The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1912.

The interesting news comes from London that negotiations which have been proceeding since the middle of July between the Chinese Minister to London and a London house have resulted in a Loan Agreement being signed. The details, REUTER informs us, are not yet settled, but "it is believed" that the amount of the loan is ten millions sterling at 5 per cent. for forty years, secured upon unpledged securities, chiefly the Salt Tax. The report is all the more interesting in view of the information we published yesterday from Peking to the effect that the informal negotiations which have been going on between the Chinese Government and the international group of bankers have not resulted in the establishment of any definite basis of discussion, though relations between the two parties are more cordial. It appears that at the end of last month the Government presented further vouchers and drew some 300,000 taels, leaving a balance in their favour of half-a-million taels, from the preliminary advances made by the international group some months ago. This left the Treasury. Reuter's representative reported, a sum of eight hundred thousand taels only, and so "the financial outlook is gloomy, although negotiations are being conducted with independent capitalists through which the Government hopes that a satisfactory loan will materialize." It has since been reported from Peking, through another source, that the Chinese Govern-

ment have re-opened negotiations with the foreign bankers (meaning, we suppose, the International Group) for a total loan of £20,000,000 instead of £20,000,000, the sum originally asked for by China. It is strange, to say the least, while the Government of China is keeping the administrative machine going with money advanced by the International Group, in anticipation of the satisfactory completion of the arrangements under negotiation for the big loan, that the Government should now go behind the back of the Group and arrange for a loan from another source. It seems to be the old story of the Belgian loan over again, though this time the prospective lender is a "London House." What the attitude of the British Government will be towards this loan remains to be seen. It has been made clear by Sir EDWARD GREY that the Government will not give its approval to any loan which does not provide adequate guarantees for the proper expenditure of the proceeds and satisfactory securities for the payment of interest and capital. So far as the question of security is concerned, the "unpledged securities" of China are ample to cover a loan of ten million sterling, but it is important to know definitely what securities are pledged. The Salt Tax is mentioned as being the chief security. Salt in China is a Government monopoly, and Mr. H. B. MOSS in his book on "The Trade and Administration of the Chinese Empire" estimated that it yields Tls. 64,000,000 as taxation. There has been talk during the past few months of increasing the revenue from salt, but nothing has been definitely decided, we believe, in this connection. The total amount of the revenue derived from salt makes the Gabelle appear excellent security, but when we see that only about a sixth of the total goes into the Imperial Exchequer and that the remaining five-sixths are divided among the provincial and district administrations throughout China, we doubt if the security is such as will recommend the loan for approval by the British Government, for trouble is certain to arise in the provinces. It is very significant to read that many loan contracts for local undertakings in China such as tramways, etc., which have been recently arranged locally have all fallen through, in the majority of cases because the European principals of the parties concerned have stated plainly that they considered it inadvisable to provide the funds required by the Chinese Government when such transactions have the disapproval of their Governments. This projected loan of ten millions sterling may share this fate. What has to be borne in mind in this connection is that ten millions is only one-sixth of the sum which the Chinese Government says it requires, and, as the International Group of Bankers advanced a considerable sum to China against Treasury Bills to meet urgent needs, those Bills have to be redeemed, according to agreement, out of the first proceeds of a reorganisation loan. That being so, very little would be left out of a loan of ten millions sterling, and China's need of funds a month after it has received this loan would be as pressing as before.

The Allan Wilkie Co. open their season at the Theatre Royal to-night with "The School for Scandal."

A Chinese who snatched a purse containing five sovereigns from a compatriot on the street was brought before Mr. Irving yesterday at the Magistracy and was sentenced to six months' hard labour.

The funeral of Senator Dr. Burchardt, late reigning burgomaster of the Free and Hanse town Hamburg took place at Hamburg yesterday. The flags of the German Consulate, the Hamburg firms and the German ships in Hongkong harbour were hoisted at half-mast.

At the Magistracy yesterday a Chinese was charged with snatching a handbag from a European lady residing in Kowloon. It appeared that the lady was near the Law Courts when a man came behind and snatched her bag. She recognised the defendant as the man. Defendant was arrested later and had in his possession a pair of lady's gloves which complainant recognised as belonging to her. Sentence of 12 months' imprisonment with four hours in the stocks was passed.

In connection with the big seizure of spurious American coin, for which a man and a woman are in custody, Mr. King, Assistant Superintendent of Police, appeared before Mr. Irving at the Magistracy yesterday and asked that the bail be fixed at \$1,000, which was a small safeguard considering that there were 4,400 coins. His Worship said the police would have to prove that all those coins were bad. Mr. King replied that that would be very tedious, whereupon his Worship suggested that the police could make a charge in respect of a certain number of them, to which Mr. King agreed. His Worship said he would remember that when application was made to him in respect of bail.

The water police made a big find of opium on the *Tuenang* on Tuesday on the return of the steamer from Manila, no less than 5,100 taels being discovered secreted in the lower part of the vessel. At the Magistracy yesterday a man named Ting Sing was charged with owning the same and pleaded guilty. Mr. Davidson, of Messrs. Hastings & Hastings, appeared to prosecute on behalf of the Indo-China Steam Navigation Company, and asked for a remand as there might be other charges against the defendant. It was hardly likely that the defendant was the sole owner of all that opium, which was worth \$25,000. The case was remanded until to-day.

A MAGISTERIAL DENTAL.

At the Magistracy yesterday Mr. C. D. Melbourne contradicted a statement which he was reported to have made some weeks ago to the effect that "Indians lied more than Chinese." He said that some dissatisfaction had been caused among the Indian community, many of whom were servants of His Majesty the King, owing to a statement which had been attributed to him in the local Press to the effect that Indians lied more than Chinese. He most emphatically denied ever having made such a statement. What he did say in fixing a case, was that an Indian case was second on the list, and, as they were aware, Indian cases took longer than Chinese, meaning that a double interpretation would be necessary.

THE YOKOHAMA SPECIE BANK, LIMITED.

We are informed by Mr. Suzuki, the manager of the local branch of the Yokohama Specie Bank, Ltd., that a telegram has been received from the head office to the effect that at the half-yearly meeting of shareholders held at the head office of this Bank at Yokohama on the 10th inst., it was resolved to pay a dividend of 12 per cent. per annum for the last half-year ending the 30th June, 1912; to add to the reserve fund Y350,000, and to carry forward the sum of Y1,108,000 to the next account.

THE VOLUNTEERS.

THE GOVERNOR AND CIVIL SERVANTS.

At the request of His Excellency the Governor, all the members of the Hongkong Civil Service who are not members of the Volunteer Corps, the Reserves or the Scouts assembled at the Colonial Secretary's Office on Tuesday afternoon. There, we learn, His Excellency addressed the men assembled on their duties to the Empire, and appealed to them to qualify themselves to take part in the defence of their country should occasion arise.

After listening to the patriotic appeal of His Excellency those present were handed forms before their departure, and the active interest his Excellency is taking in the matter will doubtless result in large accessions to the strength of each of these units.

CHINESE MUTILATED BY BOMB EXPLOSION.

A YAU MATI TRAGEDY.

A Chinese with a supposed grievance against a compatriot, is alleged to have exacted a drastic and terrible revenge. The tragedy occurred yesterday morning in the busy thoroughfare of Wo Sung Street, Yau mati, which is generally crowded with pedestrians. The victim, it is stated, is or was a member of the Chinese section of the Hongkong Police, and in the execution of his duty appears to have offended his assailant. The latter seems to have bided his time, and when he saw the policeman walking along the street mentioned yesterday, hastened towards him, and threw a bomb at him. A loud explosion occurred when the missile touched the ground, and the unfortunate man at whom it was thrown was badly mutilated, one of his legs being blown off, and it was soon apparent that he was mortally wounded. The bomb-thrower, we understand, has been arrested, and was accused of the deed by his victim as he lay in hospital.

FIRE ON A RIVER STEAMER.

A fire broke out last week, about 1.30 p.m., in the No. 3 hold of the Indo-China river steamer *Tuckoo* lying at the Tungksadock, Shanghai, for repairs. The ship's officers and crew, however, managed to get the fire under with only a slight charring of some beams and other woodwork. The Customs fire-boat, upon receipt of the news, got up steam and awaited orders, but after standing by for about an hour, returned to her quarters. The exact cause of the outbreak has not been ascertained.

SUPREME COURT.

Wednesday, September 11th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERZ (PUISSE JUDGE).

Jan Mohamed sued Ghous Mohamed to recover \$51, amount handed to the defendant by the plaintiff for safe custody on or about February 6th, 1912. There was a counterclaim by the defendant for the sum of \$125, amount due for money lent on or about December 21st, 1911.

Mr. Leo D'Almada e Castro appeared for the plaintiff, and Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) for the defendant.

Mr. D'Almada said the plaintiff was a watchman, at present out of employment, and the defendant was a watchman employed by Messrs. Shawan, Tones & Co. There was no document received by the plaintiff for the money claimed, but there were two witnesses who would satisfy his Lordship that the money was actually paid by the plaintiff to the defendant, the former asking the latter to keep it for him when he handed it over. With regard to the counterclaim, plaintiff entirely denied liability.

After hearing evidence his Lordship entered judgment for the defendant on the claim and counterclaim.

GOLF.

Played over Happy Valley on the 7th to 9th inst.:-

CAPTAIN'S CUP.

*Mr. E. Lester Arnold	88	16	72
Commander Gregory	86	11	75
Mr. C. A. Peel	83	16	77
Mr. J. Owen Hughes	86	18	78
Mr. S. H. Dutton	97	18	79
Mr. A. R. Austin	92	12	80
Mr. Bulmer Johnson	91	10	81
Major Pritchard	99	15	84

* Winner of Cup.

*Mr. F. H. Taylor, R.N.	88	16	72
Commander Gregory	86	11	75
Mr. A. W. W. Walkinshaw	74	2	76
Mr. C. A. Peel	83	16	77
Mr. S. F. Dutton	97	18	79
Mr. G. H. Gale	93	12	81
Mr. Bulmer Johnson	91	10	81
Major Pritchard	99	15	84

* Winner of Pool.

02 Entries.

The course is in very good condition at present, which accounts for the low scoring.

Mr. Walkinshaw's score of 74 was made up as follows:-

6-4-3-4-4-4-5-3-4-4-3-7

3-4-4-3-4-4-6-5-4-3-7

This constitutes a competition record for Happy Valley. Mr. Cumming has been round in 74, but not in a competition.

THE BRITISH SQUADRON IN THE EAST.

STATION RELIEFS.

Having been selected for a "trooping" trip to the China station, the cruiser *Talbot*, of the Third fleet, at Devonport, will remain an independent command instead of reverting to the status of tender to the *Doris*. The Admiralty have approved of the following arrangements regarding the recommissioning of the screw sloop *Cadmus* and *Clio* and the relief of half-crew of the receiving ship *Tamar* at Hongkong after the arrival of the new crews in the *Talbot* about the end of October. The *Talbot* will be completed at Devonport on Tuesday, 27th August, all ratings for the China station, including any miscellaneous reliefs, being embarked at Devonport on that date, and to leave England for Hongkong as soon as convenient after their embarkation. The half-crew for the *Tamar* is to be drawn from Devonport Depot, and the new crew for the *Cadmus* and *Clio* from Chatham Depot, will proceed to Devonport by rail if no Government opportunity offers.—*Naval and Military Record*.

CINEMATOGRAPHING THE IMPERIAL FUNERAL.

According to the *Japan Mail*, Mr. Tono, Chief of the Educational Department of the Tokyo Municipal Office, interviewed by a reporter of the *Hochi Shimbun*, said that as a private individual he was in favour of cinematographing the Imperial funeral procession, seeing that a large percentage of the people would be unable to enjoy the privilege of seeing it. The funeral ceremony preserved on a film would enable the general public to enjoy the same honour as those allowed to participate in the funeral. If any person or persons actuated by mercenary motives were allowed to take photographs of the procession, they might lay themselves open to a charge of disrespect to the Imperial family, but by permitting the various educational societies to undertake the task, the course of general education would be immensely served. The Municipal Educational Society, Mr. Tono ventured to think, will in all probability approach the Department of the Imperial House for the necessary permission to take photos of the procession.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE TURF.

THE ST. LEGER.

LONDON, September 11th.

The result of the St. Leger was as follows:-

Tracery	1
Maiden Erleigh	2
Hector	3

The latest betting was as follows:- 5 to 4 against Lomond, 7 to 1 Tracery, 15 to 2 Erleigh, 10 to 1 Tagalie and Hector, 100 to 7 Sweeper, II., 25 to 1 Charmian, and 100 to 3 Florentine.

Probable starters and jockeys were:- Absolute, Price; Fantasio, Earl; Catmint, Childs; Charmian, Maher; Hector, Escott; Lomond, Frank Wootton; Erleigh, Stern; Pintadeau, H. Jones; Sweeper II., O'Neill; Tagalie, Saxby; Tracery, Bellhouse; White Star, Walter Griggs; Aleppo, Clark; and Preferment, Higgs.

THE P. & O. AND CUNARD LINES.

"AN IMPORTANT DEVELOPMENT IN THE WORLD'S SHIPPING."

LONDON, September 11th.

The *Financial News* says it is announced in New York that the Cunard Line has been appointed official representative of the Peninsular and Oriental S. N. Company in the United States and Canada, as the result of negotiations which have been proceeding for sometime.

The journal mentioned describes this as an important development in the world's shipping, for, though nothing in the nature of amalgamation is suggested, there appears to be something approaching a working arrangement.

FRENCH NAVAL POLICY.

CONCENTRATION IN THE MEDITERRANEAN.

LONDON, September 11th.

Le Matin (Paris) announces that the Government has decided to concentrate in the Mediterranean all squadrons of the line, including eighteen battleships, six of which are Dreadnoughts and six large armoured cruisers. The whole force will execute grand manoeuvres in the middle of October at Gibraltar.

The French naval concentration in the Mediterranean is regarded as significant. The papers ask whether it implies a definite Anglo-French and Russian understanding.

The *Temps* considers the concentration most advantageous. It says that the Russians in the Baltic prevent the concentration of the Germans in the North Sea, while the duty will devolve on France of holding the Austrians and Italians in check.

FRANCE AND MOROCCO.

LONDON, September 11th.

Prior to advancing on Marrakesh, the French secured the co-operation of a number of influential Kaids within the city. El Hiba, the Pretender, was thus compelled to flee.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, September 11th.

The Republicans have recaptured the State of Maine, where there was a Democratic landslide at the last election, and have also regained the two seats in Congress.

THE AMERICAN MOTOR CYCLE ACCIDENT.

LONDON, September 11th.

Reuter's correspondent at Newark wires that two of the person injured in the motor cycle race accident have succumbed.

THE MEXICAN REVOLT.

LONDON, September 11th.

Reuter's Washington correspondent telegraphs that permission has been granted to 1,200 Mexican Federal troops to cross into American territory in pursuit of rebels.

THE AEROPLANE IN ELECTION CAMPAIGNS.

LONDON, September 11th.

An aeroplane is being used in connection with the Midlothian election for the purpose of scattering leaflets in remote districts.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE ARTHUR OF CONNAUGHT IN JAPAN.

A POPULAR RECEPTION.

Tokyo, September 11th.

The arrival of the H.B. Prince Arthur of Connaught this morning was witnessed by a great concourse of people. His Majesty the Emperor received the Prince at Shimbashi Station, and they drove with Prince Fushimi to the latter's palace.

All the foreign Envoys have now arrived.

There are extensive street drappings for the funeral, but this work has been retarded by continuous rain.

[THROUGH REUTER'S AGENCY.]

A CHINESE LOAN.

AN AGREEMENT SIGNED IN LONDON.

LONDON, September 11th.

Reuter learns that negotiations, which have been proceeding since the middle of July, resulted in the signature of a loan agreement on the 30th August by the Chinese Minister in London and a London house. The details have not yet been settled, but it is believed to be for £10,000,000 at five per cent. for forty years, secured upon unpledged securities, chiefly the salt tax.

BRITISH MILITARY MANOEUVRES.

THE VALUE OF AIRCRAFT.

LONDON, September 11th.

The weather has been extremely cold, but the troops engaged in the manoeuvres in the East of England are bivouacking in the most cheerful manner without tents.

The advent of the aeroplane is a new terror. After a day's march the invaders were concentrating in the evening for the purpose of raiding a supply depot at Newmarket, but an aeroplane passed repeatedly overhead discovering the whole dispositions. The commander was compelled to shift his troops during the night to nullify the success of the aerial scouts.

BRITISH AVIATION FATALITY.

LONDON, September 11th.

An aeroplane containing Lieutenants Hotchkiss and Bettington was proceeding to the manoeuvres, when it fell 500 feet near Oxford, the occupants being killed. Lieutenant Bettington had intended to proceed to South Africa as a practical airman.

BRITISH NAVAL FIRING.

"UNPRECEDENTED ACCURACY."

LONDON, September 11th.

The experimental firing on H.M.S. *Thunderer* to test Admiral Sir Percy Scott's fire-directing device resulted in unprecedented accuracy. It culminated in four broadsides from ten 13½ inch guns being fired without the ship being strained.

IRELAND'S YOUNG CITIZEN VOLUNTEERS.

LONDON, September 11th.

An organization styled the "Young Citizen Volunteers of Ireland" was formed in Belfast yesterday evening.

The Lord Mayor, who is President of the new body, explained that its objects were to develop civic virtues and manly physique by military drill, and to assist when necessary in the maintenance of peace. He described the movement as being non-sectarian and non-political. Lord Willoughby de Broke, in a letter, stated that the most likely way of forcing a General Election was to convince the public that the Unionist Party would stand by Ulster to the last. He would volunteer for active service in Ulster in the event of the Government deciding to coerce her.

THE ORIGIN OF LIFE.

LONDON, September 11th.

The discussion in the Botanical and Zoological Section of the British Association on the origin of life proved a great attraction. Various theories were advanced regarding what was the essential life matter, but no indication of any progress in knowledge of the origin of life was stated.

A RUMOUR DENIED.

LONDON, September 11th.

Mr. Sydney Buxton denies the statement that he is about to retire from the House of Commons.

THE TRADE OF THE SOUTHERN PORTS.

FROM THE CUSTOMS REPORTS.

KOWLOON.

Regarded from a commercial standpoint, "disappointed expectations" probably conveys in two words the impression that the year under review has formed in men's minds. The year opened with favourable prospects, and money being plentiful, credit was easy. The commencement of revolutionary activities in the spring brought about an immediate change, and trade, especially import, suffered severely. It is satisfactory to be able to report that repudiation of contracts has not been a feature here, showing that better experience of former losses has induced a more conservative policy, and dealers do not mean to be caught with large forward orders on their hands as in 1908. Deliveries of yarn during the year have been fairly satisfactory. From India it is reported that some 160,000 bales have been imported into Hongkong, the average of the last three years being 190,000. Although the price of yarn at the end of the year was less than at the commencement by some 10 per cent, a fall of 40 per cent in the price of American cotton must, in the light, compel a further reduction in the price of Hongkong Chinese dealers will come into the market. An interesting feature of trade in Hongkong has been the large flour business, as against a little under 3 million bags in 1910. Prices have fluctuated but little. Dealers have had a good year; and it is anticipated by them that, with a shortage of the rice crops, wheat will enter more largely into the diet of the Chinese. The researches that connect the origin of that insidious disease beri-beri with the use of highly polished rice are worth mentioning. The highly polished rice, although pleasing to the eye, is considered harmful to the health when the diet is largely a rice one. A fine scope for the ingenuity of the advertiser in pointing out the advantages of hand-milled rice and of flour as articles of diet would seem to offer itself. Imports into Canton during the year, both by steamer and junk, have been slightly below normal, while stocks held, and expected to arrive, in Hongkong are heavy; and this can be accounted for by the troubled conditions on the mainland, dealers being afraid to carry stocks in Canton and coast ports, and for some time they have been content to ship only their day-to-day requirements. Imports of rice into Canton by steamer just exceed three-quarters of a million piculs, and are 60 per cent less than in the preceding year; by junk 24 million piculs have been imported, or 30 per cent less than in 1910. The inference to be drawn is that the Two Kwang provinces were able to satisfy their own requirements. The trade outlook for 1912 is not very encouraging at the time of writing, but a revival is inevitable—the wants of the provinces must be met, the resources of the country are numerous and developed, and the Chinese have trading capacities of a high order.—A. H. HARRIS, Commissioner of Customs.

LAPPA.

Even at the beginning of the year the prospects of trade were not very encouraging: the regular curtailment of the opium import, fresh taxation on certain commodities, a rise in the price of rice and in the cost of living generally, and, perhaps more than anything else, a general feeling of unrest—all contributed to make the outlook a not very promising one; and, although from unlooked-for causes good profits have been made in certain trades, when one looks back on the events of the year, one is hardly surprised to find that the unpromising prospects have, generally speaking, been fulfilled, and that the year's business, from the merchant's point of view at least, has failed to be altogether satisfactory. The net value of the trade that passed through our stations was HK. Tls. 18,230,466, a decrease of over 14 millions as compared with that of the preceding year. The direct junk trade between Hongkong and Macao, which is not included in the above figures, amounted to HK. Tls. 297,010.—S. G. LLOYD CAMPBELL, Commissioner of Customs.

SWATOW.

From a business point of view, the year 1911 has not been an altogether satisfactory one. Economic reasons, to which were added natural and political phenomena, resulted in a continued feeling of uneasiness as to the financial outlook, and continued trade to a conservative limit. In the early part of the year markets were still suffering from the financial panic of 1910, merchants insisted on cash payments in their transactions, ready money was scarce, and trade was in consequence considerably hampered; in September a disastrous flood, followed, in October, by a typhoon, wrought havoc with the autumn crops in the prefecture; whilst in November Swatow, in common with the rest of the Kwangtung province, threw off its allegiance to the Manchukuo dynasty and declared itself Republican—an event which could not but have a temporarily unsettling effect on the business of the port. Despite adverse conditions, however, and although merchants' profits have been small, the gross value of the trade for the year, HK. Tls. 53,227,693, is only some three-quarters of a million under that for 1910—the record year for the port; which fact would appear to indicate that the growth of the port has not been impeded, and to promise a substantial increase in the volume of trade when conditions assume a more normal aspect.—EDWARD GILCHRIST, Commissioner of Customs.

WUHOW.

The net value of the trade of the port amounted to 10.6 million taels, 14 million taels less than in 1910—in itself an exceptional year, owing to large speculations in oil—but half a million taels more than in 1908 and 1909. This result is all the more gratifying when it is considered that the spring and autumn

rice crops suffered severely from inundations and untimely rains; that the prohibition against poppy growing in Yun-nan has put an end to the barter of opium for cotton pieces, goods and yarn; and that the revolution practically brought the import trade to a standstill in November and December. Nevertheless, notwithstanding all these adverse circumstances, the business done during the year under review was more favourable than could have been expected. Goods passing the Native Customs were valued at 16.4 million taels—the highest on record. The gross value of the trade controlled by the Wanchow Customs totalled 29 million taels—a falling off of 2 million taels as compared with that of the preceding year. Kwangsi was declared a Republic on the 7th November. Following the declaration there ensued a period of uncertainty and confusion, which gave the lawless element, for which this province is famed, the opportunity to recommence robbing and pirating, with the result that for nearly a month junk and launch traffic on the upper river came to a standstill, while on the lower river it was much hampered. At the same time, merchants were timid about importing, as goods could not be shipped off to the interior, and they were afraid to store here, owing to the prevailing uncertainty. At one time in November there was practically no money in the port, the banks having shipped to Canton all their ready money. On the other hand, native goods were shipped off as fast as possible, as merchants wished to realise and await events. By the end of the year confidence was restored and business was resumed as usual. Gambling in all its forms was prohibited throughout the province from the 30th March, the provincial government thereby relinquishing an annual revenue of \$270,000 derived from this source.—ALAN W. CHISS, Acting Commissioner of Customs.

SAMSUI.

The year 1911 cannot be considered a prosperous one from a profit-yielding point of view. The tables of trade, when compared with those of the previous year, record a falling off in values to the extent of HK. Tls. 1,023,000, and in revenue of HK. Tls. 23,116. The chief causes for it were repeated floods in the summer months, which unfavourably affected the rice and silk crops, and the political disturbances during April, November, and December. The latter also gave the pirates on the North and West Rivers a free hand: they constantly attacked the river steamers and cargo-boats, robbing them of their cargoes and threatening the lives of their crew and passengers, so that these vessels finally ceased trading for quite a while, especially at the ports of call and stages, near where the piratical attacks were generally perpetrated. Towards the end of the year the money market was very tight. The scarcity of silver dollars in the province and the uncertainty in the face value of local bank notes, formerly extensively in use, so that the merchants refused to accept them as a rule, hampering thereby trade and banking operations. The first rice crop, which was taken in before the summer rains, was good, but on account of the subsequent inundations of the rice fields and the very dry weather in September and October, the second one produced poor results, yielding only about 20 per cent. For the same reasons the mulberry plantations suffered badly and did not yield sufficient food for the silkworms. Though the year under review has not been a good one, it was at least free from disastrous typhoons, and, further, the river remained throughout at an exceptionally high level, thereby greatly facilitating shipping in the harbour.—P. VON RANTENFELD, Acting Commissioner of Customs.

NANNING.

The very favourable weather in 1911 promised to make the year a most profitable one from a commercial point of view. The yield of the two rice crops was excellent; the star aniseed harvest round Posh exceeded all expectations; sugar arrived in large quantities from Luzon and the surrounding districts; and beans in all their varieties were brought down from the country up river. There was no disease among the cattle, and considerable stocks of hides and leather came from the interior. Though there was an abundance of rain during June, yet there were no seriously destructive floods, and no storms have to be recorded. The city of Nanning and the surrounding country were practically free from plague and other epidemics. The river kept an exceptionally even high level during the summer months, and during November and December the water did not fall below the level which in previous years compelled motor-boats to unload part of their cargo at the rapids en route from and to Wuchow. Were it not for the restrictions on the trade in native opium, and the political upheaval, the year's statistics would certainly show figures far ahead of any previous report. The total value of trade—HK. Tls. 4,700,517—fell short of that of 1910 by over HK. Tls. 680,000. Generally speaking, imports lost heavily through the diminished power of buying throughout the inland districts, while export trade was adversely influenced by the mutual distrust of the native merchants at Nanning and at Hongkong and Canton.—H. J. ANDER, Acting Commissioner of Customs.

AMOI.

The total collection for the year was HK. Tls. 872,258, an increase of HK. Tls. 70,315 as compared with the previous year's figures, and the best collection since 1908. The increase is mainly attributable to the enhanced opium levy, though both export duty and tonnage dues show an improvement; but against this must be placed a decrease of HK. Tls. 29,095 in the general duties. Had all the foreign opium imported paid duty at Amoy (\$60.67 piculs came forward from the coast ports under exemption certificates), the revenue would have shown a more substantial increase. There was an advance in the Native Customs revenue of HK. Tls. 6,993 as compared with the preceding year's collection. Indeed, considering the general state of lawlessness that prevailed since the outbreak of the revolution, and the consequent disorder of the trade that ensued, it is most satisfactory to find that the collections of both establishments show such comparatively good results.—W. R. M.D. PARR, Commissioner of Customs.

The shadows which coming events are generally supposed to cast before did not much darken the aspect of a considerably brighter trade horizon at the commencement and during the first part of the year 1911. We knew of a tremendous anti-dynastic undercurrent: we heard the subterranean onrush of these waters, still hemmed in by laws and conventionalities though forcibly seeking a free outlet; but we did not anticipate the premature bursting of the last obstacles impeding the course of this onrush to the sunshine and free circulation. Honeycombed with all possible kinds of societies, with numerous secret or other tendencies, Chinese life had been running for years towards a great revolution, which no power or authority on earth could have possibly stayed or counteracted. It may seem strange that trade, with its highly cultivated perception of eventualities, proved itself unaware of the tremendous upheaval and change so soon to be effected: it was this apparent neglect of the shape our country was taking that has been demonstrated how premature and unexpected were the events of last autumn. Trade, though hampered to some extent, nevertheless went on uninterruptedly, and it is a matter of great surprise that no more serious shrinkage has to be recorded. The total net value of the trade of Foochow that came within the purview of the Maritime Customs during 1911, namely, HK. Tls. 17,298,212, shows a decline of HK. Tls. 1,123,896 from the corresponding figures of the previous year. Nearly a million taels of this decrease, however, is due to the enforced diminution of traffic in opium, so that only a small depreciation in value attributable to the more legitimate portion of the trade—about HK. Tls. 124,000—remains to be noted. The saw-mills, of which a new one was established in February, 1911, must have proved a veritable El Dorado to their proprietors, who have been the shipments of planks and keroseene oil boxes; and, as wood poles also show an increased export, it is a pity to think that such a thriving industry will be inevitably ruined unless some provident afforestation laws are enforced at an early date. A scarcity of rice was threatened in the spring, the price going up to \$8.70 per *shih* of 130 catties; but, fortunately, the first crop gave a bountiful yield (eight-bush), and was safely harvested.—P. VON RANTENFELD, Commissioner of Customs.

The course of trade during the past year was entirely uneventful. It might have been otherwise had the revolution broken out in the early summer, when the tea season gives Santauo all that it ever has of life and activity; but coming as it did, when the little port had relapsed into a state of stagnation, the political change had no effect whatever on the trade passing through the Maritime Customs. The junk trade with the North under the cognizance of the Native Customs no doubt suffered, but the disturbing elements were elsewhere than in the Santauo trade, and the statistics seem to show that they did not prove a very serious hindrance. The year opened well, reflecting the prosperity of 1910, and it did not belie its promise. The weather throughout was favourable, too, and good profits; and by its very insignificance Santauo was spared the scenes of disorder which inevitably attend revolutionary change. The receipts of the Maritime and Native Customs amounted to HK. Tls. 158,982 and HK. Tls. 68,093 respectively. Taken together, they form the largest collection which has been reported in any one year since the port was opened; but, considered as an indication of the state of trade, the improvement is of no great note, and references to the past shows that any expansion there may be is of very slow growth. It is of some interest to observe that the Native Customs revenue constitutes a charge of little over 21 per cent on the estimated value of the cargoes taxed.—G. ANDERSON, Commissioner of Customs.

The trade of Kiangchow during 1911 shows, in the statistics which follow, a distinct decline as compared with even that of 1910, which was considered a poor year, and there is every reason to believe that the merchants of this port have had a very unprosperous year. The cause of this depression in trade is attributed to the drought of 1910 and the spring of the year under review, which resulted in the failure of the crops. Foreign rice had to be imported to supply the deficiency: the price rose to \$7.80 per picul, and considerable sums of money had thus to be diverted from the ordinary channels of trade for the purchase of foodstuffs. The importation of rice for the year amounted to 234,821 piculs, through the Maritime Customs and 11,005 piculs through the Native Customs. To these adverse circumstances must be added the revolution, which put a stop to trade.—H. W. BRAZIER, Acting Commissioner of Customs.

BURIAL OF DROWNED MARINE.

The remains of Daniel Sturgess, the Royal Marine who was drowned in the sinking of H.M.S. *Waterwitch*, were interred with Naval honours in the military section of Bidadary Cemetery at Singapore. The officers and men of the lost vessel followed the coffin to its resting place. Many of them, having lost their kits, were garbed in miscellaneous articles of uniform, but the ceremony was the less impressive for that. The band of the Buffs played funeral accompaniments during the progress to the cemetery.

We have received from Messrs. Lane, Crawford & Co. a number of articles, including playing cards and a bridge scorer and reel, advertising the White Horse Cellar brand of Scotch whisky. There is a pamphlet also describing the origin and history of this famous brand of whisky which has stood the test of a century and a half and won the Grand Prix for quality at the Franco-British Exhibition, 1908. Another pamphlet is entitled "What shall I drink, Doctor?" The answer, of course, is Mackie's "White Horse" whisky, because it is guaranteed to be absolutely free of sugar and can be taken as a stimulant with safety by those with a tendency to goutiness and uric acid troubles.

A WRONG VIEW OF AMATEUR SPORT.

By W. BEACH THOMAS.

(Ex-President of the Oxford University Athletic Club.)

In the discussion whether or no England shall attempt to send a strong team to the next Olympic games at Berlin a curious and unexpected view has been expressed on the meaning of amateur and professional.

Quite a considerable school, largely recruited from rowing men, especially Oxford rowing men, argue that the athlete who trains hard under any tutor-ship and specialises in any particular event does somehow soil and weaken his sportsmanship by taking this trouble. It is said that such preparation for international competition as the Swedes practise destroys the amateur, the gentleman-like element in British sport.

How old members of a university crew or those who have coached them can hold such a theory is not easily understood. The ideal of English athletes, as being preached at present, is the boating ideal. The athletes hold that if they could train and practise as the university boats practise they would make running and jumping and the rest as worthy a form of athletics as eight or four oared rowing or as sculling.

COACHING FOR CRICKET.

The only other player who compares with the boating man in specialisation is the cricketer. Specialisation is here extreme, and if the word is insisted upon, professional almost to the point of ridicule. When the small boy goes from his preparatory school to his public school he has been drilled in cricket more thoroughly than any American athlete was ever drilled in jumping. He has been taught how to stand, how to hold the bat, how to swing it for this stroke and that. He is solemnly instructed on paper to quote a very vivid personal reminiscence—in the mysteries of playing a short ball off the legs. The instructor is a schoolmaster who takes the boy to an empty class room and demonstrates the stroke far from the turmoil and unrest of the moving ball and the fiery pitch. When this paper lesson is learned the boy is taken to a net. One or two professionals are told off to bowl at him, to bowl particular balls so that he may study in the field the A B C of the game as he has studied it in the classroom. Behind him stands an instructor who coaches with the deadly earnestness that only the specialist can perfectly attain. When holidays come special nets and more professionals are provided for him, if he happens to be one of the fortunate, in the centre of London; and for his edification a special treatise is issued by the club which presides over the game. Could any scheme of instruction be more professional and specialist?

There is no serious suggestion that any outrage is committed against the amateur spirit by the net practice of a public school boy, or that a member of the scholastic eight, in preparing for the finest athletic event in the world, is professional because his club pays some of his training expenses. But both certainly deserve the application of all these hard adjectives if it is true that the similar training of athletes will sully the fair name of British sport.

THE DECLINE OF ATHLETICS.

Some special appropriateness may be claimed for a comparison of cricket, boating, and athletics, as at one time these were the only forms of athletics to which the universities allowed the special honour of a full blue. They stood pre-eminent. It is generally felt that athletics have rather fallen from the place which was natural to them as a pursuit, the one game, if I may call it a game, in which the whole world competes on something of an equality.

There are several reasons for this. One is the multiplicity of games, another is the need of hard training, another perhaps is the fact that athletics are democratic in the best sense, and many people prefer an aristocratic game, a game in which richer people have the advantage. But whatever the reason, good or bad, it is quite certain that the status of athletics has fallen along with their popularity, especially at Oxford and Cambridge.

To many old athletes this seems to be a pity quite apart from the obligation, which is strong, to atone at Berlin for the rather wretched appearance and performance at Stockholm. Athletics have undoubtedly suffered because they have not been regarded in any degree as a game, a sport, or an art, as rowing and cricket are. All the "field events" which are rather scoffed at, such as pole vaulting, a really delightful sport to see or practice, or hammer throwing or discus throwing would if properly practised help to make something of a game out of athletics, to give general interest such as the amateur desires, and to evoke pleasurable skill. To specialise on one of them, with a view to a particular international event such as the Olympic Games at Berlin, is no more destructive of the amateur spirit in sport than it is for a cricketer to be a wicket-keeper first and a batsman after.

RUNNING AND JUMPING.

The same principle holds in running and jumping. The employment of a professional coach is no more degrading for the sprinter who desires to know how to start than for the small cricketer who desires to know how to cut. A professional coach was for the first time engaged by the University Athletic Club at Oxford over twenty years ago. He was a man of no very remarkable physique or quality, but he could give the most stalwart Oxonian five yards in twenty simply and solely because he had studied the art of acceleration. I think every athlete who ran with him and learnt some of his art felt that running had become better fun, that it was raised to something of an art. The men certainly ran very much better, with less waste of energy. The experiment in professional coaching was in every way a success; and

in general what athletes now feel is that the Olympic Games and foreign example may introduce a knowledge of form and style which will permanently promote this game of athletics and of physical culture. Incidentally they feel that a quite gratuitous hindrance is offered by boating men who have developed rowing to the highest pitch of perfection by the very means which in athletics are described as degrading.

If the question is considered logically, who can be more professional than those ultra-amateurs the country-house cricket teams, who usually prefer to engage a professional to do the bowling, which is a great part of the game, on their behalf? No athlete proposes to ask the coach to run his races for him.—Daily Mail.

THE TRANSMOGRIFICATION OF 'CHA.'

When my boy after several years of trustworthy service walked off one Sunday morning with my "carpet bag, my muching togs and hat turned up with green" or articles of similar value in this Eastern land, including a certain part of my hard-earned and always forestalled gaji, some silverware and a dozen M.O.P. buttons, I laid low and said nothing to my friends. For, when I was away on my holiday, my boy had several other masters and had so far fallen from grace that on my return I found the Colony according him free board and lodging. He for his part was giving it far more strenuous effort than he had put forth for me. On his discharge, however, mindful of his many excellent qualities, I re-instated him. Needless to say I had to put up with much criticism from candid friends; so I was loath, when the forenoon occurred, to run the gauntlet of such remarks as "It serves you right!" "I always told you that would happen," etc., etc. Probably, as my friends often aver, my mind is badly balanced, for I honestly confess I felt far more keenly the loss of my queeless slave than I did that of my money and personal effects. Over the silverware—presents from friends I am not likely to see again—I felt some passing sentimental regret; thanks to living in a country where, despite our so-called Christianity and our fervent weekly response to the commandment we allow the stranger within our gates to do all manner of work on the Sabbath, the buttons could be readily replaced by a trip to any tamby shop. (Perhaps, by the way, as we are the stranger within the gates this is enough salvo to our conscience for allowing the heathen Chinese and pagan King to pursue throughout the seven days of the week the even tenor of their ways.) The loss of my wang was a more serious matter, but the event I have recorded above took place in the good old times, before hotels displayed the inhospitable notice—"Terms strictly cash for non-residents of the hotel"; nor had a leading firm as yet entrapped the unwary into paying cash for 25 unclean tiffins. In other words, chits were not yet taboo, so I could at least eat and drink and be merry, undeterred by thoughts of Nemesis in the shape of the bill collector. Therefore, my chief distress lay in the finding of a new mental. Cookie, we know, is always with us, but I had suffered many things at the hands of cookie's friends in the past and was not keen to try more of his samples. Then, when my cloud was of the blackest black, suddenly I saw its proverbial silver lining. For I beheld me of 'Cha'.

'Cha' was my ricksha coolie and though for some years I had had no need to employ him any longer as such, he had a habit of looking me up at odd times. Now it chanced that he had called the day before to enlist my sympathy on his behalf. He had been many years on the road and the hard life of a puller was telling on him; therefore, he begged of me to find him some other job. Unfortunately his physique was against him, so to speak; standing close on 5 ft. and well built, the casual "fare" refused to realise the coolie's lack of strength to drag his burden. Frequent altercations would take place, and the aid of mata mata called in. Now if 'Cha' has a weakness it is a supreme contempt for the pigmy Malay constable, and not once alone has he appealed to me to bail him out of the clutches of the law when he has defied such authority vested in Europe P.C. I, who had been aware of two months' incarceration in Tan Tock Seng hospital, knew wherein lay the puller's physical weakness. At the time he was soliciting my assistance I could think of nothing to recommend him for, but now the thought flashed across my mind, "Why not take him on as a house boy?" Thanks to my knowledge of Singapore shums I could manage the spot where he, with other pullers, was most likely to be herding. I went, I saw, I conquered.

To say that all has been plain sailing would be to talk, as our Colonial Cousins say, through one's hat. There has been the difficulty of language to begin with, for 'Cha, like most of his tribe, knows little of this city's Esperanto, and it took me some time to persuade him, in my presence at least, to wear a coat over his "open-work" singlet and don nether garments less resembling shorts. But these sartorial difficulties have now become a thing of the past; and, to-day, when the question of the registration of servants is agitating the public mind and the postmen have barely recovered from the strain to their backs through the burden of a plethora of alternative notices, I take my ease in my kiosk paring nails, and watching the quiet, serious demeanour of my Hoken as he prepares my prandial repast and marvel at the transmutation effected.

Two remnants of his old identity he still retains; his towching remains curled round his head, and to the exclamation "Boy!" he is mute. Do I require his attendance I must hail him in the street of yore—"Cha!"—Free Lance in the Singapore Free Press.

INTIMATIONS

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A. RAMSAY,
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Hongkong, 12th September, 1912. [1076]

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DAVID SASSOON & Co., Ltd.,
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Hongkong, 11th September, 1912. [892]

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THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 21st SEPTEMBER, 1912, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st September, 1912, both days inclusive.

DOUGLAS, LARPAK & Co.,
General Managers.
Hongkong, 2nd September, 1912. [1035]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 59 of 1911,

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N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [20]

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COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 30th July, 1912. [844]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy Swatow Kobe Tientsin
Anping Kobe Tientsin
Canton Kobe Tientsin
Foochow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, Des Voeux Road.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
T. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay Calcutta Hongkong Kanton Kobe London Madras Manila Penang Rangoon Singapore Suez Tientsin Yokohama

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)
Paid up Capital Fl. 14,905,150 (\$1,242,112)
Reserve Fund Fl. 5,022,161,27 (\$418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts fixed Deposits at the following rates:

12 months 4 1/2 per annum.
6 do. 3 1/2 do.
3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy-Hankow Kobe-Yokohama
Canton-Hankow Kobe-Yokohama
Hongkong-Hankow Kobe-Yokohama
Lyons-Hankow Kobe-Yokohama
Manila-Hankow Kobe-Yokohama
Peking-Hankow Kobe-Yokohama
Shanghai-Hankow Kobe-Yokohama
Tientsin-Hankow Kobe-Yokohama
Yokohama-Hankow Kobe-Yokohama

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKESHI TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS ... \$15,000,000
STRENGTH ... \$15,000,000
SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. SHILLIN, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODWELL, Esq.
Andrew Forbes, Esq.
G. F. FRIEDLAND, Esq.
C. S. GUTHAY, Esq.
G. R. LAUREN, Esq.

F. LIEB, Esq.
W. L. PATTERSON, Esq.
Hon. Mr. C. H. ROSE.
H. A. SIEB, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 22nd August, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,650,000
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

AUCTION

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 12th September, 1912, at 10 A.M., at H.M. NAVAL YARD, and at KOWLOON DEPOT, OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising—

OLD AND SURPLUS NAVAL STORES—LEATHER and CANVAS HOSES, BRASS and PHOSPHOR BRONZE SHIVERS, OLD IRON and STEEL, OLD BRASS and OLD METAL, ZINC ASHES, VERTICAL ENGINES, PROPELLERS, ELECTRIC CABLE, OLD BUNTING, CANVAS BAGS, COIR CORDAGE, MANILA HAWSER, INDIA RUBBER, BOATS, MASTS, CAPS, &c., BLANKETS, BARBICOES.

OLD AND SURPLUS VICTUALLING STORES—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS (A quantity of ELECTRO-PLATED ARTICLES and TABLE LINEN), IMPLEMENTS, Seamen's Mess UTENSILS, OAK STAVES, Tailors' SEWING MACHINES, WEIGHING MACHINES, &c., &c.

N.B.—The Sale will commence at 10 A.M. on WEDNESDAY, 11th, at the Naval Yard, where the Stores to be sold there will be disposed of, after which the sale will be continued at the Kowloon Depot, where certain Naval Stores as shown in the Catalogue and all the Victualling Stores will be sold.

Terms of Sale.—As detailed in the Catalogue. HUGHES & ROUGH,
By Appointment, Auctioneers to the Admiralty.
Hongkong, 10th September, 1912. [1065]

TO LET

TO LET

OFFICES in KING'S BUILDING.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st September, 1912. [121]

TO LET.
OFFICE ROOMS on the First Floor 54 and 55, Queen's Road Central.
Apply to—
N. MODY & Co.,
54 and 55, Queen's Road Central.
Hongkong, 11th September, 1912. [1073]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.
ON SHAMSHIN, BRITISH CONCESSION.
SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation.
Apply to—
T. E. GRIFFITH,
Canton, 3rd August, 1912. [966]

TO LET.
LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office, JARDINE, MATHESON & Co., LTD.
Hongkong, 15th August, 1912. [995]

TO LET.
GODOWNS in No. 94A and No. 94C, Praya East, Wanchoi, from 1st October next.
Apply to—
KWONG SANG HONG, LTD.,
248, Des Voeux Road Central.
Hongkong, 7th September, 1912. [1061]

TO LET.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 15th August, 1912. [869]

TO LET.
ON 2ND FLOOR, No. 2 PRINCE STREET, ONE-ROOMED OFFICE.
Apply Property Office, JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd May, 1912. [723]

TO LET.
NEW First Class SIX ROOM HOUSES in Cameron Road, Kowloon, from the 1st of October next. Moderate rent.
Apply to—
SPANISH DOMINICAN PROCUSSION,
2, Seymour Road.
Hongkong, 27th August, 1912. [1018]

TO LET.
MODERN ESTATE, 21, The Peak, for Six Months from 1st November.
Apply Property Office, JARDINE, MATHESON & Co., LTD.
Hongkong, 4th September, 1912. [1046]

TO LET.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
No. 113, PEAK, KIRKENDALL, FIVE ROOMS, FURNISHED, immediate possession.
No. 19, SHELLEY STREET, LARGE ROOMS, Central Position, Cheap Rent.
"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 115A.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 11th September, 1912. [122]

HONGKONG.

總發行
香港
廣生行
有限公司

[889]

THE NEW FRENCH REMEDY. No. M-2 M-3
THERAPION Price 25 leading
Germans, cures
Blood Poison, Kidney, Bladder, Urinary Diseases,
Discharges, Weakness, Piles, Best Stated Address
KNOX'S KIDNEY CURE BOTTLE TO DR. J. C. KNOX
MED. CO., HAVESLOCK RD, HAMSTEAD, LONDON, ENGL.
PAID DELIVERY. IF NOT CATERING FOR THE
NEW YORK DEPOT: 80, BERNARD ST. **TAKE CARE**
THE NEW DRUGS (FRESH) BEST FORM OF EASY TO TAKE
THERAPION CURE FOR THE LASTING CURE.
THE FIRST TIME THE REMEDY CURE. "THERAPION" IS ON
WIT. GOVT. STAMPELLED TO ALL GEN. FAMILIES.

175

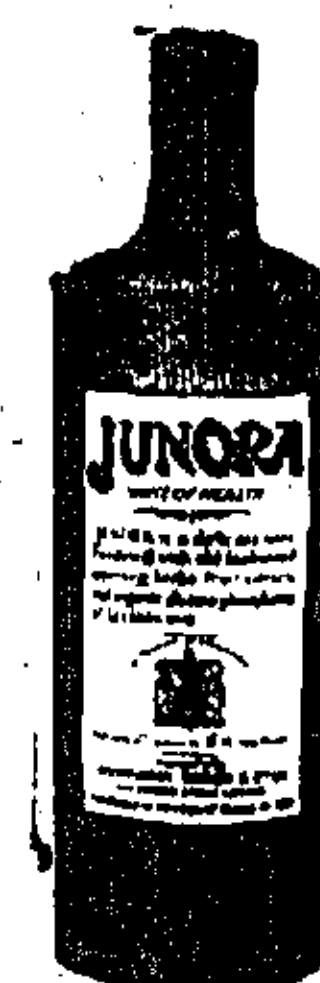
According to the stories of the prisoners, they were taken before the *Gendarmerie*, mixed with being parties to a plot to assassinate Count Terauchi, and then suddenly confess. When they declared that they knew nothing about the plot they were tortured in various ways. One method—so the prisoners say—was to confine them in a tight-fitting box too short to stand up in for about 36 hours, where they could not move, but had to remain in a crouching position the whole



The Judges ignored these charges of torture. The prisoners mostly spoke in the Korean tongue, and their words were translated by an official interpreter into Japanese. "Torture," when translated, became "pressure" or "scolding." When counsel for the defence protested against these mistranslations, their pro-

Mrs. Montgomery: I do hope that young Fordham is serious-minded about Maud?

Mrs. Williams: Well, I haven't had my eyes shut all the time, I can tell you. Young men are not what they were in



Marvellous
builder and
It contains
the most
of nerve food
science.

JUNORA will bring health to anyone of any age suffering from nerve disorders arising from over-worry, over-work, over-play.

GARNER, QUELCH & Co.,

QUEEN MARY and
KING GEORGE

CHOCOLATE in Tins

NEW CONSIGNMENT.

WEISMANN, LTD.
THE YOKOHAMA DOCK
CO., LTD.

Telegraphic Address:—"DOCK," Yokohama

Codes used :—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 876 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, sailing derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 200 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
1a706.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

THE Steamship

"GOEBEN"

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

The T. K. K. str. *Tenyi Maru* left Hong

The T. K. K. str. *Tenyo Maru* left Honolulu for San Francisco on the 10th of September, where she is due on the 16th.

The T. K. K. str. *Kiyo Maru* left Honolulu for Manzanillo on the 5th September where she is expected on the 19th September.

The T.K.K. str. *Bayo Maru* arrived at Kobe from Yokohama, on the 9th September, and is expected in Hongkong on the 20th September.

The T. K. K. str. *Hongkong Maru* left
Iquique for Callao on the 10th September
and is due to Callao on the 14th Septem-
ber.

The H.A.L. str. *Preussen* left Hankow on the 11th September, a.m., and may be expected here on or about the 17th September, a.m.

As the s.s. *Devanha* arrived later than he was expected yesterday, her departure was postponed until Friday, the 13th instant, at daylight.

FOR
MEDICAL PROFESSIONALS

NERVOUS EXHAUSTION

LOSS
of
MEMORY

and
DEBILITY
and

to
feed the
NERVES

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve
force, cures *Neurasthenia*, *Dyspepsia*,
Insomnia, and *nerveous diseases* in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

"GLEN" LINE OF STEAMER

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON
AND SINGAPORE.

THE Steamship

"GLENFARG,"

Captain W. L. Hartnell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being

landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th September, 1912. [1064

"WITH DOG AND GUN IN THE
NEW TERRITORY."

BEING the Series of Articles contributed
to the "HONGKONG DAILY PRESS"
Sportsman," reproduced in book form

PRICE ONE DOLLAR.

WEATHER REPORT.

On the 11th at 11.25 am.—Pressure has increased considerably over S.E. Manchuria and moderately over China. It has decreased slightly over S. Luzon.

An area of high pressure now lies over China. A temporary N.E. monsoon and cooler weather may be expected along the coast.

The shallow depression over the China Sea has shifted slightly to South-eastward.

No returns from Japan.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	N.E. winds, strong.
Mormosa Channel	Same as No. 1
South coast of China between Hongkong and Lamouk	Same as No. 1
South coast of China between Hongkong and Hainan	Same as No. 1
* N. winds, moderate, fair.	

CHINA COAST METEOROLOGICAL REGISTER.

11th SEPTEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Yokohama	7 a.	29.76	53	83	NE	1	e
Nagasaki	6 a.	29.76	53	83	NE	1	e
Kobe	"	"	"	"	NE	1	e
Kyushu	"	"	"	"	NE	1	e
Shanghai	"	"	"	"	NE	1	e
Amoy	"	"	"	"	NE	1	e
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BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"ORTERIC" ...	On 3rd Oct.
"LOED CURZON" ...	On 20th Nov.
"LOED DEBBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
Telephone No. 180. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG TO BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

From Hongkong: ... From Colombo: ... 10th Oct.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £125, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
SIBERIA	18,000	TUESDAY	17th Sept. at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept. at 1 P.M.
MANCHURIA	27,000	1st Oct.	at 1 P.M.
NILE	11,000	TUESDAY	15th Oct. at 1 P.M.
MONGOLIA	27,000	23rd Oct.	at 1 P.M.
PERIA	9,000	TUESDAY	12th Nov. at 1 P.M.
KOREA	18,000	TUESDAY	19th Nov. at 1 P.M.
SIBERIA	18,000	TUESDAY	3rd Dec. at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

2200 B. BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 12th SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "PATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 13th SEPTEMBER, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "PATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 15th SEPTEMBER.

The Company's Steamship

"SUI AN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.40 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "JAPAN" ... 9,000 ... On 16th Sept.
KOBE and MOJI ... "PEKING" ... 6,500 ... About 23rd Oct.
For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. SHIYO MARU ... 21,000 tons.
S.S. CHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspapers containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern ports.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 2,951 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 14th Sept. at Noon.
S.S. "THONGWA," 3,423 tons, Capt. Fysh, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Sept.

WESTWARD.

S.S. "JELUNGA," 3,351 tons, Capt. Macdougall, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Sept. at 3 p.m.
S.S. "JAPAN," 3,806 tons, Captain L. Y. Archdeacon, will be despatched as above on 23rd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSON & CO., LTD.

Hongkong, 10th September, 1912.

AGENTS.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.
S.S. "KOEBER," 9,900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 5th October, A.M.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., A.M.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, PIUMI AND VENICE.
VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AUSTRIA," 14,300 tons, will leave as above on 1st October.
S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "CHINA," 11,800 tons, will leave as above on 28th September.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

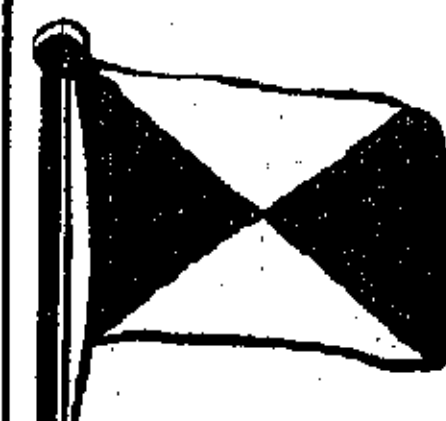
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Seas, also to North and South America. For information apply to

SANDER, WIEBER & Co., Agents,

Hongkong, 6th September, 1912.

Princes' Building.

1155



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 21st Sept., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 28th Sept., 4 P.M.

For Freight or Passage, apply to

SheWAN, TOMES & Co., General Managers

HONGKONG, 12th September, 1912.

PHILIPPINES S.S. CO.

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"PRINZ LUDWIG," Capt. F. von BINDER	18,300	Wednesday, 18th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW," Capt. H. SCHAEFFER	16,900	About Wednesday, 18th Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	6,000	Saturday, 5th Oct., at 10 A.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	About Tuesday, 17th Sept.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMMILL	5,000	Middle of Oct.
DIRECT TO SANDAKAN	"RAJAH,"		About 13th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th September 1912.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alicia, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, O.L., Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. E. Prichard, Kitching.
Britomart, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. W. H. Darwall, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,403 i.h.p., Comdr. Hugh P. F. Williams, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340 i.h.p., Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400 i.h.p., Comdr. H. R. Vane, Canton.
Defence, armoured cruiser, 14,000 tons, i.h.p. 27,000, Captain Henry Bruce, M.V.O., Yokohama.
Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Hongkong.
Handy, torpedo-boat destroyer, 235 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. Brickenden, West River.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lieut. Comdr. Maxwell, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 gun i.h.p. 22,000, Capt. Allen T. Hunt, Yokohama.
Kinshas, river gunboat, 616 tons, i.h.p. 1,200 i.h.p., Comdr. H. Marryatt, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. O. Pascoe, Surveying Duties.
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winkles, K.C.B., C.V.O., C.M.G.), 14,500 tons, i.h.p. 27,000, Capt. G. C. Cayley, Yokohama.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Yokohama.
Moorhen, river gunboat, 180 tons, 2 guns i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Malcolm Murray, B.N., Yang-tze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Weihaiwei.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. H. Luxner, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Deep-Water Bay.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Laidlaw, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, Hongkong.

Tamar, receiving ship, 4,550 tons, 6 guns, Commodore R. Austruther, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 340 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.

Uk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. B. W. Bluet, Weihaiwei.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. F. A. Reynolds, Singapore.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,500 h.p., Lieut. Comdr. G. H. Hartford, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 803 h.p., Comdr. M. H. Wilding, Kitching.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. E. Blackwood, Yang-tze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Muike, Hankow.

Submarines:—

No. 36, Godfrey Herbert, Lieut. Commr.

No. 37, A. A. L. Fennar, Lieut. Commr.

No. 38, J. B. A. Codrington, Lt. Commr.

T.B. 035, Lt. Com. Woodward, West River.

T.B. 036, Lt. Com. Murphy, West River.

T.B. 037, Lt. Com. Nicol, West River.

T.B. 038, Lt. Com. Seymour, West River.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon, 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	INDIA	Noon, 14th Sept.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	10 A.M., 18th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN	About 24th Sept.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 12th September, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINHUA	On 12th Sept., 4 P.M.
HAIPHONG	SINGAN	On 13th Sept., 10 A.M.
TSINGTAU, CHEFOO & NEWCHANG	CHINKIANG	On 14th Sept., 4 P.M.
SHANGHAI	ANHUI	On 14th Sept., 4 P.M.
MANILA, CEBU and LOLOLO	KAIFONG	On 17th Sept., 4 P.M.
WUHAIR and TIENTSIN	KUEICHOV	On 21st Sept., 4 P.M.

AUSTRALIAN ORIENTAL LINE.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	On 23rd Sept., Noon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 12th September, 1912. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE		On 21st Sept., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. C. FERD. LAEISZ	21st Sept.
S.S. ARCADIA	26th Sept.
S.S. SCANDIA	13th Oct.
S.S. BAYERN	17th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALESIA	19th Nov.

For further Particulars, apply to—

FOR HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA	12th Sept.
FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:	
S.S. PREU-SEN	16th Sept.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILESIA	21st Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BELGIA	5th Oct.
FOR HAVRE & HAMBURG:	
S.S. O. J. D. AHLES	7th Oct.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. C. FERD. LAEISZ	19th Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYUN"	Capt. J. W. Evans	THURSDAY, 12th Sept., at 11 A.M.
"HAIYAN"	Capt. J. S. Hoach	TUESDAY, 17th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 20th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th September, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU and TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU."

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	TUESDAY, 8th Oct., NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via YAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CANADA MARU"	K. Mori	TUESDAY, 17th Sept., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 3rd Oct., at 2 P.M.
"PANAMA MARU"	J. Kaneko	FRIDAY, 15th Oct., at 2 P.M.
"SEATTLE MARU"	T. Saito	TUESDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	I. Goto	TUESDAY, 26th Nov., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI,
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamers	Captains	Leaves
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 15th Sept., at Noon.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 22nd Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sukawa	WED'DAY, 18th Sept., at 10 A.M.

FOR KEELUNG (direct).

Steamer	Captain	Leave
"MIYAJIMA MARU"		MONDAY, 16th Sept., at D'light.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sukawa	FRIDAY, 13th Sept., at 6 P.M.

These Steamers of Coast and Formosa Line have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fan.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER.

Second Floor, No. 1, Queen's Building.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 25th Sept., 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due	
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)	
COLOMBO		MARSEILLES & LONDON			
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	MOOLTAN	10000	Feb. 15	Feb. 23
ASSAYE	7500	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	NARMORA	10500	Mar. 29	Mar. 21
DELTA	8000	MEDINA	12500	Apr. 12	Apr. 4
INLA	8000	Through Steamer		Apr. 26	Apr. 18
AS-LAYE	7500	MONGOLIA	10000	May 10	May 2
DEVANHA	8000	MACEDONIA	10500	May 24	May 16
CHINA	8000	MALWA	11000	June 7	May 30

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £36.10 SINGLE £57.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd SALOON £28.10 SINGLE £43.10 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	FRIDAY, 27th Sept., P.M.
	HITACHI MARU	13,000	WED'DAY, 9th Oct., at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 24th Sept., at 4 P.M.
	AWA MARU	12,500	TUESDAY, 8th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,600	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU	7,000	FRIDAY, 25th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU	12,500	MONDAY, 16th Sept.
KOBE and YOKOHAMA	KITANO MARU	16,000	WED'DAY, 25th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU	12,500	WED'DAY, 25th Sept.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	7,000	WED'DAY, 25th Sept., at Noon.
SHANGHAI and KOBE	HIROSHIMA MARU	4,000	MONDAY, 30th Sept.

* Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"KIRIN MARU," 4,000 tons, Capt. M. Deguchi, Saturday, 21st Sept.

"COLOMBO MARU," 5,000 tons, Capt. Kamehita, Saturday, 5th Oct.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

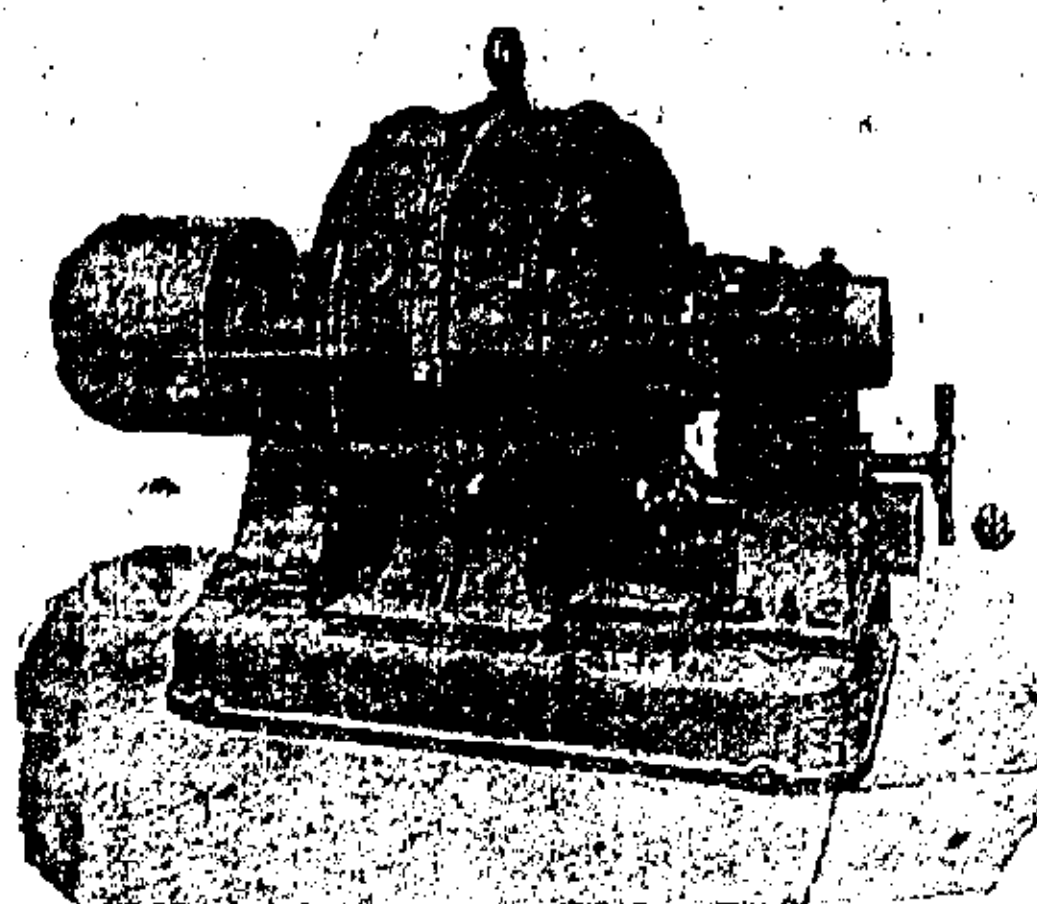
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-666]

HUGO C. A. FROMM, HONGKONG.



ELEKTIZITÄTS
ACTIENGESSELLSCHAFT
Titan
BERGERHOF
RHD.
ELEKTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 10th September, 1912

(48-6)

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 10th September, 1912.

(48-10)

SILK - RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
ELBERFELD.

Hongkong, 10th September, 1912.

(48-11)

POST OFFICE NOTICE

SIBERIAN ROUTE—Superscription unnecessary for Europe.
Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the senders for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

The value limit on Parcels to the United States via San Francisco, or to Honolulu, has now been removed. Parcels may be sent up to any value, but those exceeding \$200.00 Mexican, or £20, must be accompanied with an invoice certified by the United States Consul-General for Hongkong.

The China, with the American Mail, is due to arrive here to-morrow, between 6 and 8 a.m.

The India is due to arrive here to-morrow, with the Siberian Mail from London of Saturday, the 24th August.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hainan	Thursday, 12th, 10.00 A.M.
Straits	Suevia	Thursday, 12th, 11.00 A.M.
Manila	Sui Tai	Thursday, 12th, 1.15 P.M.
Shanghai and North China	Manila	Thursday, 12th, 3.00 P.M.
SHANGHAI AND NORTH CHINA	Chinwa	Thursday, 12th, 3.00 P.M.
	Devanha	Thursday, 12th, 5.00 P.M.
Hatphong, Pakhoi and Saigon	Singap	Friday, 13th, 9.00 A.M.
Manila	Sui Tai	Friday, 13th, 1.15 P.M.
Wellswat and Tientsin	Hutchon	Friday, 13th, 3.00 P.M.
Shanghai, North China and Japan via Kobe	Sydney	Friday, 13th, 5.00 P.M.
(EUROPE VIA SIBERIA)		
Straits, India and Japan via Bombay	Capri	Saturday, 14th, 10.00 A.M.
Shanghai, North China, and Japan via Kobe	Gregory Apear	Saturday, 14th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELARDE, WESTERN AUSTRALIA, INDIA, ADEIN, EGYPT, and EUROPE via BRINDISI		
(Late Letters 11.00 to NOON. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-morrow, at 5 p.m.		
Philippine Islands	Yuanang	Saturday, 14th, 1.00 P.M.
Manila	Sui Tai	Saturday, 14th, 1.15 P.M.
Straits, and India via Calcutta	Jelunga	Saturday, 14th, 2.00 P.M.
Tientsin, Chefoo and Newchwang	Chinkang	Saturday, 14th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Japan	Saturday, 14th, 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.)
		Registration, Kowloon R.O. 9.30 A.M. Letters 11.00 A.M.
Straits and Burma	Mutira	Saturday, 14th, 5.00 P.M.
Shanghai and North China	Kwangang	Saturday, 14th, 5.00 P.M.
Shanghai and North China	Miyajima	Saturday, 14th, 5.00 P.M.
Formosa via Keelung	Daijin Maru	Sunday, 15th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Haitan	Sunday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow	Wainhing	Tuesday, 17th, 10.00 A.M.
Shanghai and North China		
Shanghai, North China, Japan via Moji, Victoria, P.C. and Tacoma (EUROPE VIA SIBERIA)	Canada Maru	Tuesday, 17th, 11.00 A.M.
FORMOSA via KEELUNG, JAPAN via NAGA- SAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO	Siberia	Tuesday, 17th, 3.00 P.M. Printed Matter and Sam- ples 10.00 A.M. Registration 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.)
		Registration, Kowloon R.O. 9.30 A.M. Letters NOON
Philippine Islands	Kaifong	Tuesday, 17th, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELARDE, WESTERN AUSTRALIA, INDIA, ADEIN, EGYPT, and EUROPE via NAPLES	Prinz Ludwig	Wednesday, 18th, 3.00 P.M. Printed Matter and Sam- ples 8.30 A.M. Registration 9.00 A.M. Registration, Kowloon R.O. 8.00 A.M. Letters 9.00 A.M.
Straits and Ceylon	Sardinia	Wednesday, 18th, 5.00 A.M.
Philippine Islands	Zubi	Wednesday, 18th, 5.00 A.M.
Tientsin	Chuphine	Thursday, 19th, 11.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 20th, 10.00 A.M.
Japan via Yokohama	Fukuta	Friday, 20th, 11.00 A.M.
Philippine Islands, Australia via Thursday Island, Tasmania and New Zealand	Empire	Saturday, 21st, 10.00 A.M.
Straits, and India via Calcutta	Namang	Monday, 23rd, 11.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON	ON PARIS	ON NEW YORK	ON BOMBAY	ON CALCUTTA	ON SHANGHAI	ON YOKOHAMA	ON MANILA	ON SINGAPORE	ON BATAVIA	ON HATYONG	ON SAIGON	ON HONGKONG	ON SOERABAYA	ON GOLD LUMP	ON BAR SILVER
Telegraphic Transfer 2 1/2	Bank Bills, on demand 254	Bank Bills, on demand 49	Telegraphic Transfer 150 1/2	Bank, on demand 150 1/2	Bank, at sight 73	Private, 30 days sight 73 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2
Bank Bills, at 30 days sight 3 1/2	Credits, at 4 months sight 259	Credits, at 60 days sight 50	Bank, on demand 150 1/2	Bank, on demand 150 1/2	Bank, at sight 73	Private, 30 days sight 73 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2
Bank Bills, at 4 months sight 2 1/2	On demand 206 1/2	On demand 49	Telegraphic Transfer 150 1/2	Bank, on demand 150 1/2	Bank, at sight 73	Private, 30 days sight 73 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2
Credits, at 4 months sight 2 1/2	On demand 206 1/2	On demand 49	Telegraphic Transfer 150 1/2	Bank, on demand 150 1/2	Bank, at sight 73	Private, 30 days sight 73 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2
Documentary Bills 4 months sight 2 1/2	On demand 206 1/2	On demand 49	Telegraphic Transfer 150 1/2	Bank, on demand 150 1/2	Bank, at sight 73	Private, 30 days sight 73 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2	On demand 82 1/2

SHARE LIST—QUOTATIONS.

HONGKONG, 11TH SEPTEMBER, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASH
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{1807, and 1808 1809, buyers
China Borneo Company, Limited	60,000	\$12	all	\$9, buyers
China Light and Power Company, Limited	50,000	\$5	all	{1.60, buyers 1.62, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers
Cotton Mills				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 104, buy.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$12	all	\$22, sellers
Docks and Wharves				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$66, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$47, sellers
New Amoy Dock Co., Limited	10,000	\$50	all	\$63
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48
Shanghai and Hongkong Wharf Co., Ltd.	26,000	Tls. 100	all	Tls. 97
Green Island Cement Co., Limited	40,000	\$10	all	\$4, sal. & buy.
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114, buyers
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$74, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19
H'kong & China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, sellers
INSURANCE				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$242, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$135
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$35, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,000	\$250	\$100	\$800, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$185, R. 73
LANDS AND BUILDINGS				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$103
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$55, buyers
Meatschappij tot Mijn. Bezoek	25,000	Gds. 10	all	Tls. 63
Landbouw exploitatie in Langkat				
MINING				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6
Tromp, Mines, Limited	160,000	\$1	all	74/6, sellers
Hoswood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/-
Barb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.40, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$5
REFINING				
China Sugar Refining Co., Limited	20,000	\$100	all	\$114, buyers
Luen Sugar Refining Co., Limited	7,000	\$100	all	\$312
STEAMSHIP COMPANIES				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$82, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$15	all	\$224, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, London buy. 127 2/6
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	110/-
Star Ferry Company, Limited	250,000	\$10	all	\$464, sal. & buy.
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5
STORES AND DISPENSARIES				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$63, buyers
Watkins, Limited	10,000	\$10	all	\$4, sellers
A. B. Watson & Co., Limited	90,000	\$10	all	\$5, buyers
Weissmann, Limited	5,000	\$10	all	\$17, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Pulpes et Papeteries du Tonkin	15,000	\$10	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$94
Union Waterboat Co., Limited	100 shares	\$10	all	\$500
	50,000	\$10	all	\$104, buyers

RUSSIA—	Daily Wire	Para Rubber in London	Loans	Amount	Value	Interest	Quotation
				Tls. 76,200	Tls. 250	7 1/2 p. annum	Par.
							VERNON & SYMTH, Share Brokers

IMPORTANT TO ENGINEERS.

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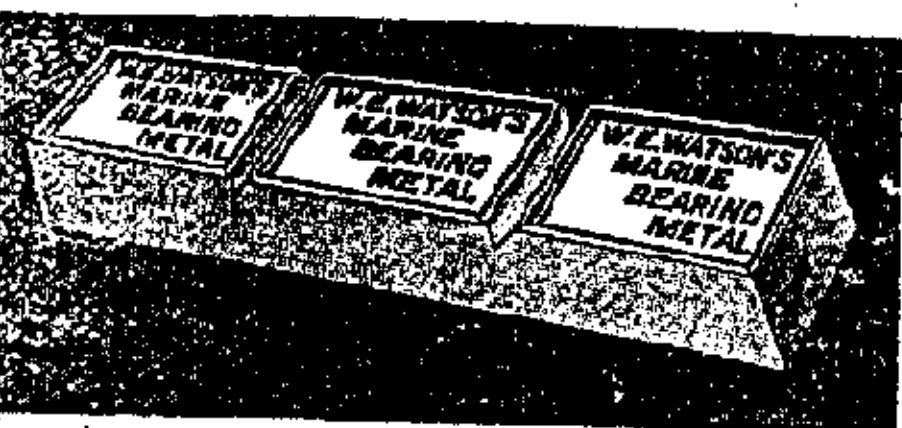
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MAIDS VIA SIBERIA

London	Shanghai
Date	Date
August 25th.	September 6th.

TO-DAY
10 A.M.—Auction of Naval and Victualling
Stores at H.M. Naval Yard, and at Kowloon
Depot, by Messrs. Hughes & Hough.

TO-NIGHT
9 P.M.—Allan Wilkie Co. at the Theatre Royal
"School for Scandal."

FORTHCOMING EVENTS.
Saturday, 14th Sept.—
3.45 P.M.—Lawn Bowls Championship at
Taikeo.

Tuesday, 17th Sept.—
4.30 P.M.—Lady May's "At Home" at
Mountain Lodge.

Thurs, Fri & Satur., 19th, 20th & 21st Sept.—
Interport Aquatic Sports at V.R.C.

Saturday, 21st Sept.—
Noon—Douglas Steamship Co. Ltd. Meeting
of Shareholders.

9.15 P.M.—Grand Variety Entertainment at
the Palace Theatre, Mount Austin.

Saturday, 21st Sept.—
9.15 P.M.—Performance at the Theatre Royal
in aid of Cathedral Organ Fund.

OPIMUM
—10— September 10th

Quotations are—

Malwa New ... 43,050/3,100 per picul.

Malwa Old ... 43,125/3,150 "

Malwa Older ... 43,175/3,200 "

Malwa V. Old ... 43,250/3,300 "

Persian fine quality ... 41,200 "

Persian extra fine ... 41,400 "

Persia New ... 43,900 per chest.

Persia Old ... 43,600 "

Banaras New ... 43,925 "

Banaras Old ... 43,700 "



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